Table 5. PAD District 1 - Supply, Disposition, and Ending Stocks of Crude Oil and Petroleum Products, August 2018 (Thousand Barrels)

	Supply										
Commodity	Field Production	Renewable Fuels and Oxygenate Plant Net Production	Refinery and Blender Net Production	Imports (PADD of Entry) ¹	Net Receipts ²	Adjust- ments ³	Stock Change ⁴	Refinery and Blender Net Inputs	Exports	Products Supplied ⁵	Ending Stocks
Crude Oil	1,864			22,360	5,413	3,765	-557	33,108	850	0	11,359
Hydrocarbon Gas Liquids	16,393	-13	1,458	1,141	-3,806		1,692	902	4,363	8,216	10,097
Natural Gas Liquids	16,393	-13	1,234	854	-4,154		1,727	902	4,363	7,322	9,968
Ethane	7,274		_	_	_		-22		1,406	156	623
Propane			636	700	2,019		1,483		2,434	4,640	6,355
Normal Butane	1,593		596		-61		289	271	437	1,162	2,621
Isobutane			2	123	-125		16	520	0	250	159
Natural Gasoline	1,538	-13		- 007	-253		-39	111	85 	1,115	210
Refinery Olefins			224	287	_		-35			894	129
Ethylene			6 250		_		-25			910	- 86
Butylene			-50		_		-23			-27	9
Isobutylene			18				13			5	34
Other Liquids		1,000		24,427	59,332	7,173	2,470	88,904	281	276	77,018
Hydrogen/Oxygenates/Renewables/				1	•	,	,	,			
Other Hydrocarbons		1,003		10	9,921	376	69	11,224	16	0	8,890
Hydrogen				_	_	106		106	_	0	
Oxygenates (excluding Fuel Ethanol)		_		_	_	2	_	_	2	0	_
Renewable Fuels (including Fuel Ethanol)		1,003		10	9,921	268	69	11,118	15	0	8,890
Fuel Ethanol		770		_	9,903	309	144	10,831	7	0	7,672
Renewable Fuels Except Fuel Ethanol		233		10	18	-41	-75	287	8	0	1,218
Other Hydrocarbons				-	_	_	_	-	.=	-	
Unfinished Oils				2,104	82		852	1,013	45	276	6,544
Motor Gasoline Blend.Comp. (MGBC)		-3		22,313	49,329	6,797	1,549	76,667	220	0	61,584
Reformulated Conventional		-3		7,651 14,662	7,880 41,449	1,150 5,647	-1,323 2,872	18,002 58,665	2 218	0	18,110 43,474
Aviation Gasoline Blend. Comp.				14,002	41,445	5,047	2,072	38,003	-	-	40,474
Finished Petroleum Products		_	122,620	12,904	46,665	-7,064	1,907		3,839	169,379	71,702
Finished Motor Gasoline		_	103,740	2,166	6,304	-7,106	231		29	104,844	5,067
Reformulated		_	41,562		-	-1.561	-6			40.007	25
Conventional		_	62,178	2,166	6,304	-5,545	237		29	64,837	5,042
Finished Aviation Gasoline			_	1	99		-3		_	103	154
Kerosene-Type Jet Fuel			3,357	1,324	15,717		-1,369		239	21,528	9,323
Kerosene			216	_	161		252		-	125	1,506
Distillate Fuel Oil ⁶			9,346	4,821	22,588	42	2,709		225	33,863	40,822
15 ppm sulfur and under			8,935	4,298	21,583	42	2,646		6	32,205	35,919
Greater than 15 ppm to 500 ppm sulfur			187	37	1		299		187	-261	2,246
Greater than 500 ppm sulfur			224	486	1,004		-236		31	1,919	2,657
Residual Fuel Oil ⁷			1,613	3,172	-550		466		2,546	1,223	6,557
Less than 0.31 percent sulfur			560	_	- 000		-162		NA	NA	808
0.31 to 1.00 percent sulfur			545 508	2 170	-309 -241		-450 1.079		NA NA	NA NA	781
Greater than 1.00 percent sulfur			100	3,172	-241		1,078		INA		4,968 87
Petrochemical Feedstocks			100	3	_		-7			111	87
Other Oils for Petro. Feed. Use			- 100	1			-			1	- -
Special Naphthas			23	2	_		-6			31	40
Lubricants			411	184	423		98		181	739	1,224
Waxes			14	78	_		28		75	-11	351
Petroleum Coke			974		819		-		381	1,415	_
Marketable			391	3	819		_		381	832	_
Catalyst			583							583	
Asphalt and Road Oil			1,366	1,149	1,104		-488		148	3,958	6,546
Still Gas			1,357							1,357	
Miscellaneous Products			103		-		-4		15	92	25
Total	18,257	987	124,078	60,832	107,603	3,873	5,512	122,914	9,333	177,870	170,176

⁼ Not Applicable

⁼ Not Available.

Represents the PAD District in which the material entered the United States and not necessarily where the crude oil or product is processed and/or consumed.

A negative number indicates a decrease in stocks and a positive number indicates an increase in stocks. Stock change for crude oil excludes lease stocks beginning with January 2005 (see explanatory notes). 3 Includes an adjustment for crude oil, previously referred to as 'Unaccounted For Crude Oil.' Also included is an adjustment for motor gasoline blending components, fuel ethanol, and distillate fuel oil. See Appendix B, Note 2C for a detailed explanation of these adjustments.

⁴ Net receipts equal gross receipts minus gross shipments by pipeline, tanker, and barge. Receipts and shipments by rail are included for crude oil, propane, normal butane, isobutane, propylene, ethanol, biodiesel, marketable petroleum coke, and asphalt and road oil
5 Product supplied is equal to field production, plus renewable fuels and oxygenate plant net production, plus refinery and blender net production, plus imports, plus net receipts, plus adjustments, minus stock

change, minus refinery and blender net inputs, minus exports.

6 Excludes stocks located in the "Northeast Heating Oil Reserve", "Northeast Regional Refined Petroleum Product Reserve", and "State of New York's Strategic Fuels Reserve Program". For details see Appendix

D.

7 Total residual fuel oil ending stocks and stock change include stocks held at pipelines. Residual fuel oil ending stocks and stock change by sulfur content exclude pipeline stocks. Therefore, the sum of residual fuel oil ending stocks and stock change. fuel oil ending stocks and stock change by sulfur content may not equal total residual fuel oil ending stocks and stock change.

Notes: Totals may not equal sum of components due to independent rounding. Domestic crude oil field production are estimates.

Sources: Energy Information Administration (EIA) Forms EIA-22M "Monthly Biodiesel Production Survey", Forms EIA-810, "Monthly Refinery Report," EIA-812, "Monthly Product Pipeline Report," EIA-813, "Monthly Crude Oil Report," EIA-814, "Monthly Imports Report," EIA-815, "Monthly Bulk Terminal and Blender Report," EIA-815, "Monthly Astural Gas Liquids Report," EIA-817, "Monthly Tanker and Barge Movements Report," and EIA-819, "Monthly Oxygenate Report." Domestic crude oil field production estimates based on Form EIA-914, "Monthly Crude Oil and Lease Condensate, and Natural Gas Production Report," and data from State conservation agencies, U.S. Department of Interior, and the Bureau of Ocean Energy Management. Export data from the Ú.S. Census Bureau and EIA estimates. Rail net receipts estimates based on EIA analysis of data from the Surface Transportation Board and other information.